PROJECT 10073 RECORD CARD

1. DATE 19 Feb 51	East Africa		D Was Balloon D Probably Balloon	
3. DATE-TIME GROUP Local Morning GMT	4. TYPE OF OBSERVATION D Ground-Visual Air-Visual	Ground-Radar Air-Intercept Radar	O Possibly Balloon O Was Aircraft O Probably Aircraft O Possibly Aircraft	
S. PHOTOS COO	6. SOURCE Crew and Passengers		O Probably Astronomical O Possibly Astronomical	
7. LENGTH OF OBSERVATION 17 min	8. NUMBER OF OBJECTS	P. COURSE	II Insufficient Data for Evaluation Unknown	
Shape like bullet with fire Contact was made with Nair French Constallation a/c to Tannarive, whose course the flying saucer. Only in the French a/c was about it to the french a/c was a bout it to the	bound from Eastleigh e was apprx that of nfo gather was that			

ATIC FORM 329 (REV 26 SEP 52)

REPORTERY

in the United Staters and in other parts of the World it is believed that this infolgation concerning the first one to be

PREPARATION TIME

m

In wist of the alloged appearance of various "flying saucers"

. soen in East Africa may be of some interest to the Department,

A. Ladon Francisco

H. Cordon Minnigerede Assmigan Consul

Holdanigerode/93

Copies to:

London Natrobi Mombasa

The Review publishes for the Arst time in its columns two sightings from the past. They will probably be new to many of our readers, but our purpose in reprincing these accounts from the Australian Firing Sauter Magazine of May, 1932, is to correct an impression gained by the general puelle that sightings today are caused by misinterpretations of the thirs, saturities and what are now regarded as conventional a accordic manufactured by one or other of the powers on carch. The first Assalan spacelle, it must be borne in mind, was launched in 1957. Theisher has in nar America had punctificed outer space before them year.



The harm Illiaming to I take a

EBRUARY 19, 1951, dawned bright and delear at Nairobi, Kenya Colony, East Africa. - At Nairobi West Airport, the regular Mostday morning Lodestar was readied as usual for its morning light to Mombasa, and soon passengers filed abourd, little dreaming, any of them, of what was to meet their astounded eyes harely 20 minutes later. At 7 a.m. exactly, with nine passengers and a crew of two aboard, the Lodestar took off.

All went well until 7.20 a.m., when suddenly the radio officer drew the attention of his superior, Captain J. Bicknell, to a bright object like a white star, apparently hanging motionless easily 10,000 ft. above Mount Kilimanjaro. Captain Bicknell's first reaction, he said later, was to say nothing. The two watched the strange object for three minutes, then, as it showed no signs of vanishing, informed the passengers. One began promptly studying the oddity, amazedly, through a powerful pair of field-glasses, whilst the radio ollicer flashed an excited call to Eastleigh, nearby, giving an account and description of the thing. Eastleigh's suggestion flashed in return was that the object might be a drifting meteorological balloon, but cheeking on that possibility, after inspecting the enigmatic object for several minutes, Captain Bicknell found that the more he examined it, the less it could possibly be mistaken for a balloon. It was a dull silver colour and marked at regular intervals along the fuselage with vertical dark bands. The entire outline, he found, was unmistakeably distinct: nor, though it appeared to be incredibly distant, was its sharp outline obscured in the least detail by intervening haze.

Captain Bicknell estimated the thing was over 200 ft. long, bullet-shaped, and apparently con-

structed of moral which shows brightly. On first sighting it, the Lodester was heading roughly towards it and, watching it closely as they approached, Captain Bicknell perceived another detail. The thing possessed a square-cut vertical fin at one end. There were no signs of movement; it was absolutely stationary. So it remained for 17 millicles.

Passengers of the Lanescor were now taking turns with the field-glasses, and two of them had commenced taking photographs, when suddenly the enormous thing began to more en words, slowly at first, and rising as it dia so. Before it reached 40,000 ft., at which point it was unitmately lost sight of, the sides of the awesone. whale-like object were seen clearly to be without a break in their smoothness; no windows or partholes relieved the harsh purity of line, no engine mounts or jet pods marred the perfectly streamlined hull.

The day being exceptionally clear, there were no cloud formations in evidence anywhere, and Captain Bicknell calculated that in the three minutes of visible movement the bullet-shaped object covered 60 miles; that, in other words, its speed could have been nothing short of 1,000 m.p.h. during the period of observed flight. It left behind no vapour trail and, to all who saw it,

had no visible means of propulsion.

During an interview some days later, Captain Bicknell said that his impression was that the unitientified thing was some kind of flying machine, and with this his radio officer, a Mr. D. W. Merrifield, unhesitatingly agreed. A "mirage" was suggested as the possible cause, but the radio officer discounted it. "Mirages are rarely seen without cloud," he stated, " nor would that explain the object's movement." He commented that if the object was a flying machine it was 500 years ahead of anything we have

Nairobi Sunday Post the following Sunday said: "If this report had come from a few isolated individuals it would soon be discounted, but it came from responsible airline officials and nine ordinary travellers." It, too, dismissed both the halloon and mirage theories, and concluded that hopes of a "natural" explanation had begun to fade. Other theories ranged from Martian

visitors to radio-controlled weapons.

Fragmentary evidence accrued since then increase the sum total of knowledge but little. U.S. Life magazine early in 1952 published a sketch of the object, which showed it to closely resemble an ordinary lipstick tube lying on its side. Later, in connection with learning the whereabouts of the photographs taken from Captain Bicknell's plane, the Australian Flying Saucer Bureau learnt that "the only known public photograph of the object shows a blurred spot on the film." A motion-picture film taken by another passenger was "quite clear," but the same reliable source stated, either laconically or ominously, it is hard to tell which, that "the man with the film is supposed to have disappeared."

- SMILHING SMICHELLING -

THE MT, KILIMANJARO ENIGHA.

February 19, 1951, dawned bright and cloar at Nairobi, Kenya, Colony, East Africa.

At Nairobi West Airport, the regular Monday morning Lodestar was readied as usual for its morning flight to Mo. basa, and soon passengers filed aboard, little dreaming, any of them, of what was to meet their astounded eyes barely 20 minutes later.

at 7 a.m. exactly with 9 passengers and a crew of 2 aboard, the Lodestar took off.

all went well until 7.20 a.m. when suddenly the radio officer draw the attention of his superior, Capt. J. Bicknell, to a bright object like a white star, apparently hanging motionless easily 10,000 ft. above Mt. Kiliminjaro.

capt. Bicknell's first reaction, he said later, was to say nothing. The two watched the strange object for 3 minutes, then, as it showed no signs of vanishing, informed the passengers. One began promptly studying the oddity, amazealy through a powerful pair of field-glasses, whilst the radio officer flashed an excited call to Eastleigh nearby, giving an account and description of the thing.

Eastleigh's suggestion flashed in return was that the object might be a drifting Meteoroligical balloon, but checking on that possibility, after inspecting the enignatic object for several minutes, Capt. Bicknoll found that the more he examined it, the less it could possibly be mistaken for a balloon. It was a call silver colour and marked at regular intervals along the fuselage with vertical dark bands. The entire outline, he found, was unmistakeably distinct; nor, though it appeared to be incredibly distant, was its snarp outline obscured in the least detail by intervening haze.

Capt. Bicknell estimated the thing was over 200 ft. long, bulletshaped, and apparently constructed of metal which shope brightly. On
first sighting it, the Lodestar was heading roughly towards it, and
watching it closely as they approached, Capt. Bicknell perceived another
detail. The thing possessed a square-cut vertical fin at one end.
There were no signs of movement, it was absolutely stationary.

So it remained for 17 minutes. Passengers of the Lodester were now taking turns with the field-glasses and the had commented

FLYING SAUCERS.

taking photographs, when suddenly the enormous thing began to move enstwards, slowly at first, and rising as it did so. Before it reached 40,000 ft. at which point it was ultimately lost sight of, the sides of the awasome, whale-like object were seen clearly to be without a break in their smoothness, no was a freporthouse relieved the harsh purity of line, no engine mounts or jet pods marred the perfectly streamlined hull.

The day being exceptionally clear, there were no cloud form mations in evidence anywhere, and Capt. Bicknell calculated that in the 3 minutes of visible movement, the bullet-shaped object covered 60 miles; that in other words, its speed could have been nothing short of 1,000 m.p.h. during the period of observed flight. It left behind no vapour trail and to all who saw it, had no visible means of propulsion.

During an interview some days later, Capt. Bicknell said that his impression was that the unidentified thin, was some kind of flying machine, and with this, his radio officer, a kr.D.W.Merrifield, unhesitatingly agreed. A 'mirage' was suggested as the possible cause, but the radio officer discounted it. "Mirages are rarely seen without cloud", he stated, "nor would that explain the object's movement". He commented that if the object was a flyin, machine "it was 500 years ahead of anything we have today".

Nairchi "Sunday Post" the following Sunday said: "If this report had come from a few isolated individuals it would soon be discounted But it came from responsible airline officials and nine ordinary travellers". It too, dismissed both the balloon and 'mirage' theories, and concluded that hopes of a "natural" explanation had begun to fade. Other theories ranged from Maritan visitors to radio-controlled weapons.

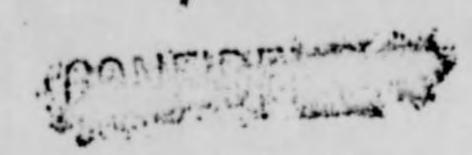
Fragmentary evidence accrued since then increase the sum total of knowledge but little. U.S. "LIFE" Magazine early in 1952, published a sketch of the object, which showed it to closely resemble an ordinary lipstick tube lying on its side. More recently, in connection with learning the whereabouts of the photographs taken from Capt. Bicknell's plane, the Australian Flying Saucer Bureau learnt that "the only known public photograph of the object shows a blurred spot on the film". A motion picture film taken by another passenger was "quite clear" we learn, but the same reliable source stated, either laconically or ominously, it is hard to tell which, that "the man with film is supposed to have disappeared".

So the case stands, at present, one of the most puzzling and enigmatic unexplained Saucer Sightings recorded in Australian Flying Saucer Bureau Files.

....

WNCLASSIFIED!

C O P



UNCLASSIFIED

PROJECT TWINKLE

FINAL REPORT

L. ELTERMAN

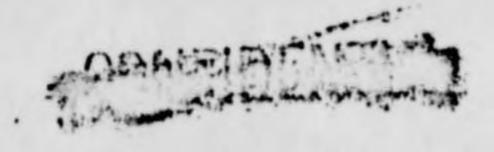
27 November 1951

APPROVED:

P. H. WYCKOFF Chief, Atmospheric Physics Laboratory

> DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

UNCLASSIFIED



in the vicinity of Rodeo, N.M. Its motion was vertical and passed the plane at 9000 ft. Investigators believed this to be a meteor.

7-3712-